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GOVERNMENTS**

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Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

559-5124/05

MEETING of the

MAGLEV TASK FORCE

Thursday, April 13, 2006

11:00 a.m. – 1:00 p.m.

SCAG Offices

818 W. 7th Street, 12th Floor

Riverside B Conference Room

Los Angeles, California 90017

213. 236.1800

Agenda Enclosed

NOTE:

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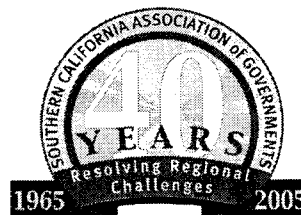
SCAG Inland Office

3600 Lime Street, Suite 216

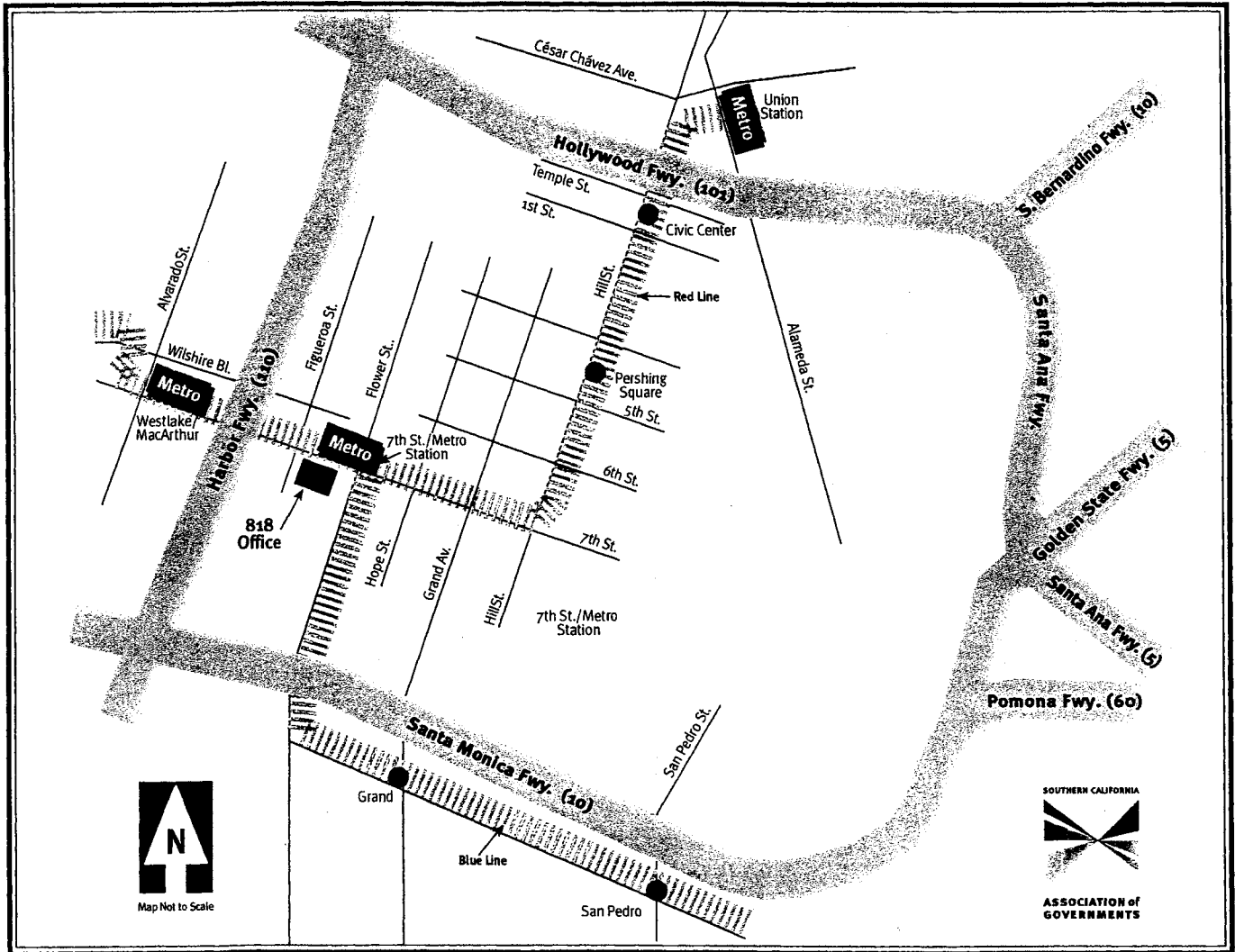
Riverside, CA 92501

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Pria Hidisyan at 213.236.1953 or hidisyan@scag.ca.gov.

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To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

By Transit...

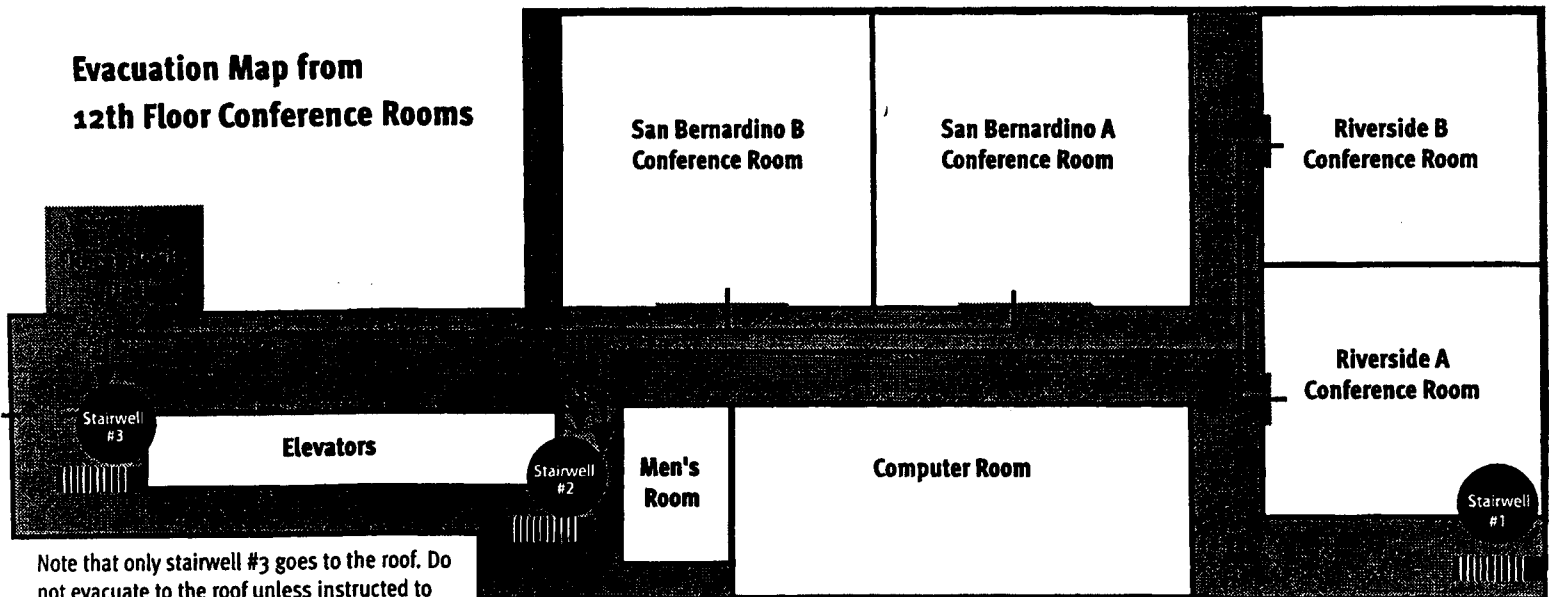
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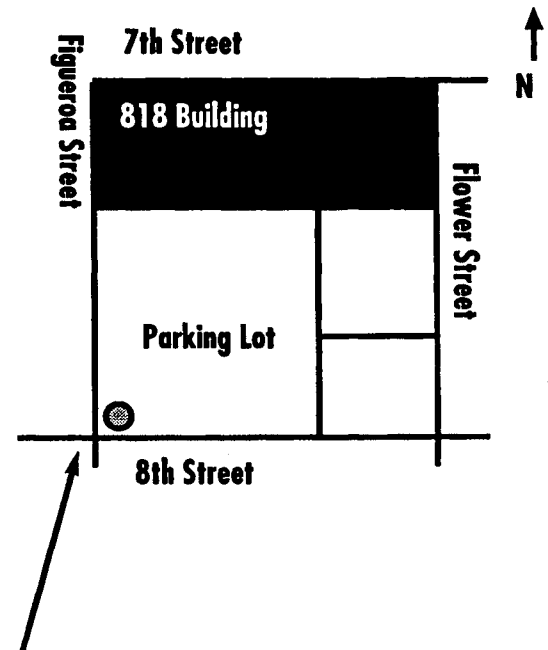
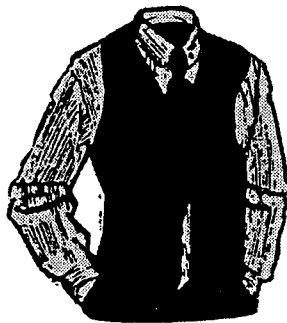
Emergency Evacuation Procedures:

Evacuation Map from 12th Floor Conference Rooms



Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown above.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

MAGLEV TASK FORCE

AGENDA

PAGE #

TIME

1. CALL TO ORDER

2. INTRODUCTIONS AND WELCOME **Hon. Robin Lowe, Chair**

3. PUBLIC COMMENT PERIOD

Members of the public wishing to speak on an agenda item or not on the agenda, but within the purview of this committee, must notify the Staff and fill out a speaker's card prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for comments to 20 minutes.

4. CONSENT CALENDAR

**4.1. Summary Minutes of the February 9, 2006
Task Force meeting.**

5. ACTION ITEMS
No action items.

6. INFORMATION ITEMS

6.1. Update on IOS Preliminary Engineering **Pria Hidisyan, SCAG**

6.2. Update on Maglev System Design **Pria Hidisyan, SCAG**

6.3. China's High-speed Connector Plans **Zahi Faranesh, SCAG**

6.4. Shanghai Maglev Trip **Zahi Faranesh, SCAG**

7. OPEN DISCUSSION **Committee Members**
Provide direction to staff on issues of interest for future discussion.

8. CHAIR'S REPORT **Hon. Robin Lowe,
Chair**

9. NEXT MEETING
Thursday, May 11, 2006

Summary Minutes
MAGLEV TASK FORCE MEETING
Thursday, February 9, 2006

The Maglev Task Force of the Southern California Association of Governments held its meeting at the SCAG offices. The meeting was called to order by the Vice Chair Lou Bone, City of Tustin. There was a quorum.

1.0 CALL TO ORDER

Vice Chairman Lou Bone called the meeting to order.

2.0 INTRODUCTION

Vice Chairman Lou Bone conducted introductions and welcome of members and audience present at SCAG's Los Angeles and Riverside offices.

3.0 PUBLIC COMMENT PERIOD

3.1 Mr. Rudyard Clark, self

Mr. Clark, a private citizen, made suggestions on the proposed routes for the LAX-Palmdale line, and LAX and City of Irvine. He suggested that they be combined to form one route that extends to Bakersfield to the north and City of Hemet to the South, as well as extensions to Palm Springs and Yuma International airport. He also recommended that the Orange line include Cal State Fullerton and City of Walnut.

4.0 CONSENT CALENDAR

4.1 Minutes from the meeting of December 8, 2005 were approved.

5.0 ACTION ITEMS

5.1 Approval of Technical Report on the Potential for Transit Oriented Development

Mr. Brian Jackson of IBI Group introduced the Technical Report on the Potential for Transit Oriented Development. He gave an overview of the fundamental guidelines and benefits of Transit Oriented Development (TOD). Mr. Jackson then described the potential of TOD in the specific areas around possible Maglev stations. The presentation then outlined the ways in which TOD may enhance ridership, and create opportunities for TOD-related revenues.

Mr. Bone asked about the parking impact of a station at West Covina, specifically at the Westfield Mall. Mr. Jackson acknowledged that parking will be an issue that will be carefully considered given the limited amount of land on the site. Mr.

Bone raised the question of LAX needing to be a part of the IOS. Mr. David Chow of IBI Group responded that the specific limitations of the project is to consider West Los Angeles to Ontario. Mr. Chow mentioned that SCAG's RFP for developing a System Design may offer opportunities for considering an extension to LAX.

Mr. Bone inquired of the number of parking spaces for each station. Mr. Chow responded that at this early stage of study a boundary number of 5,000 spaces has been identified for intermediate and terminal stations. The number will be further refined after investment quality ridership forecasts are completed. Mr. Zahi Faranesh asked whether parking would be in form of parking structures. Mr. Chow confirmed this.

Ms. Deadra Knox (representing Steve Lantz) asked whether the revenues from TOD would go to the cities or the JPA. Mr. Jackson stated that this has not been determined yet, and that the System Design study would likely answer that question. Mr. Faranesh confirmed that the JPA would determine how revenues would be handled. Ms. DeYoung asked whether there would be separate JPAs around each station. Mr. Faranesh stated that it would be an IOS-wide JPA, focused specifically on cities that host stations. Mr. Robert Hernandez stated that there may be Federal constraints that may arise, leading to Federal involvement and partnership in the process.

Mr. Bone raised the issue that station selection depends on having enough space in a given area. Mr. Chow responded that future presentations will include a description of station envelopes and station components, he also

Ms. Lee Ann Garcia asked what the timing of the studies is. Mr. Faranesh responded that Phase 2 of the IOS will be completed in August 2006. He also stated that the System Design, which will be a system-wide study including a link to LAX, will begin in April and be completed in June 2007. Mr. Faranesh mentioned that there is no further Federal grants at this time for future projects. Mr. Bone asked that a schedule of future milestones and presentations be provided.

A motion was made to approve the Public Involvement Plan and was passed without opposition.

5.2 Support Funding Options for Shanghai Maglev Trip

Mr. Faranesh provided background on previous efforts to use General Funds to send a delegation for a fact-finding trip to Shanghai, China. The use of General Funds were rejected by the Regional Council. Staff was instructed to find alternative funding options for a smaller delegation of five, and two staff members. Mr. Faranesh presented five options for funding, which are being reviewed by Legal Counsel. The options included a combination of the delegation paying its way, receiving partial sponsorship from the Chinese

government's Shanghai Maglev Transportation Institute (SMTI), and using General Funds.

Ms. DeYoung stated that she does not support the use of General Funds, and that the delegation should pay its own way. Even with the vetting that Legal will do of the SMTI, Ms. DeYoung does not support any options that would potentially draw scrutiny. Mr. Hernandez agreed that each person on the delegation should pay their own way. Mr. Wapner stated that he had no problem with SCAG or another entity investing in the trip given that the technology is only in operation in Shanghai, and that those involved should certainly see the technology for themselves.

Mr. Bone stated that his city attorney's legal opinion concluded that the Shanghai institute could legally pay for the trip. Ms. Garcia stated that she supported the first option wherein the delegation would pay its airfare and be hosted by the Shanghai institute. She asked what the cost of the airfare would be. Mr. Faranesh responded that it is estimated to be between \$1500 and \$2000. Mr. Bone stated that the total \$10,000 investment for airfare should be made by SCAG given that it is critical for Task Force members to see and experience Maglev.

Ms. DeYoung reiterated that she only supports an option wherein the delegation would pay its own way. Ms. Garcia stated that she is supportive of the SMTI paying a portion of travel expenses, and did not yet have an opinion on how airfare should be handled. She stated that she did not anticipate General Fund monies being available for airfare, and asked whether Ontario, Los Angeles and SANBAG would be able to sponsor the travel of their own delegates. Mr. Bone clarified that this would be in line with Option 1, with the clarification that the individual or their agency would pay for the air travel. He added that until SCAG's legal counsel gave a finding on the SMTI, it would be difficult to choose an option.

Mr. Wapner stated that with the billions in investment that will go into these projects, SCAG should pay \$10,000 to send the delegation. He questioned the logic of SCAG paying individuals to drive to Los Angeles for meetings, but then requiring individuals to pay their way to go to China. Mr. Hernandez stated he is willing to pay his own way to see the trip happen. Mr. Bone stated that the Regional Council will make the ultimate decision based on legal findings, and proposed a motion to move forward with options 1 and 4.

Mr. Lawrence Dale agreed with Mr. Wapner, but stated that without legal advice, it is difficult to choose any option at this time. Ms. DeYoung questioned who funds the SMTI. Ms. Garcia suggested that once the legal responses were sought that a phone vote could be made to choose. Mr. Bone suggested that the Task Force move forward with the vote given the time constraints.

Mr. Hernandez offered a substitute motion that this be tabled until more information given by legal. Mr. Faranesh stated that this may not give enough

time to take care of the logistics, including getting tickets for the trip. Mr. Hernandez asked why the trip could not be delayed. Mr. Bone responded that the trip was scheduled to be in conjunction with the delegation from the LAWA. Ms. DeYoung asked who the delegation of five would be. Mr. Bone replied that Los Angeles, Ontario and SANBAG would send delegates, and additional people from the Maglev Task Force would also go, but the specific members were not yet determined.

Mr. Bone asked for a vote. Ms. DeYoung seconded the substitute motion to table the item until further definition from legal was sought. Mr. Wapner stated that the Task Force would only be providing a recommendation to the Regional Council who would make the decision. The substitute motion was opposed.

Mr. Bone asked for a vote on Ms. Garcia's motion to recommend options 1 and 4 to the Regional Council. The motion was passed with two oppositions.

6.0 INFORMATION ITEMS

6.1 Regional Aviation Strategy

Mr. Alan Thompson provided background on SCAG's Regional Aviation Plan and LAWA's Master Plan Settlement Agreement. He summarized a recent presentation made by Mark Pisano to the LAWA Commission, wherein he discussed short-term airport decentralization strategies, such as a fly-away system to Los Angeles and Ontario airports, and long-term strategies for high-speed connections between airports.

Mr. Bone asked what LAWA has done to promote growth at Ontario Airport. Mr. Thompson responded that there have been public relations efforts to increase use of the airport. Mr. Bone emphasized the importance of making better use at Ontario Airport.

Mr. Wapner stated that he was pleased to hear discussion on the regional aviation strategy, and suggested that the Aviation Task Force be brought back. Ms. DeYoung responded that the Aviation Task Force will resume meeting on February 23rd. She asked Mr. Wapner what Ontario's sensitivity was relative to the airport's capacity. Mr. Wapner stated that there is no issue with the projected 30 MAP, so long as infrastructure impacts be mitigated. Mr. Bone confirmed that SCAG has supported the need for providing adequate infrastructure for Ontario's growth.

Mr. Hernandez added that Orange County is taking steps to relieve the pressure on LAX. The Anaheim Regional Transportation Intermodal Center is heavily dependent on the Maglev connection from Anaheim to Ontario, creating a virtual airport wherein passengers check in and go through security at the Center for flights out of Ontario. He stated that the Center and the Maglev line will provide

a good substitute to the loss of El Toro as a regional airport. Mr. Thompson added that Mr. Wapner has been invited to the Aviation Task Force, and should receive his agenda shortly.

7.0 OPEN DISCUSSION

Mr. Bone stated that responses to the Transit Coalition's statements from the December meeting were available on the back table.

8.0 CHAIR'S REPORT

No Chair's Report.

9.0 NEXT MEETING

March 9, 2006

**ATTENDANCE LIST
(FROM SIGN-IN SHEETS)**

Members Present:

Hon. Lou Bone, Vice Chair	City of Tustin
Hon. Cathy DeYoung	City of Laguna Niguel
Hon. Robert Hernandez	City of Anaheim
Hon. Frank Gurule	City of Cudahy
Hon. Gene Daniels	City of Paramount
* Hon. Alan Wapner	City of Ontario
* Hon. Lawrence Dale	City of Barstow
* Hon. Lee Ann Garcia	City of Grand Terrace

Guests:

Sharad Mulchand	MTA
Aileen Kennedy	Caltrans – District 12
David Chow	IBI Group
Brian Jackson	IBI Group
Chris Palmer	Office of Congressman John Campbell
Rudyard Clark	self
Deadra Knox	Metrolink - SCRRA
Dilara Rodriguez	City of Los Angeles
Michael Meyer	Meyer, Mohaddes Associates
Phyllis Winger	City of Los Angeles
Michael Cano	Office of LA County Supervisor Antonovich
Frank Sherkow	Aztec Engineering
Bart Reed	The Transit Coalition
Gregory Nord	OCTA
Grace Balmir	FHWA/FTA
* Tom Danna	City of Ontario
* Patrick Keeney	City of Riverside

(*Attended via videoconference)

SCAG Staff:

Zahi Faranesh
Pria Hidisyan
Alan Thompson

MEMO

ITEM 6.1

To: Maglev Task Force Members
From: Pria Hidisyan, SCAG
Date: April 13, 2006
RE: Update on IOS Preliminary Engineering

SUMMARY:

David Chow, IBI Group, will provide a status update of the Preliminary Engineering work for the Initial Operating Segment (IOS). The presentation will include a schedule of upcoming milestones and presentations; discussion of the alignment design approach and station design approach; and an update of ongoing stakeholder discussions.

BACKGROUND:

Since August 2005, Lockheed Martin has led Phase 2 - Preliminary Engineering - of the Initial Operating Segment from West Los Angeles to Ontario Airport. Work is underway on this study, with an expected completion date in August 2006.

MEMO

ITEM 6.2

To: Maglev Task Force Members
From: Pria Hidisyan, SCAG
Date: April 13, 2006
RE: Update on Maglev System Design

SUMMARY:

Staff will provide an update on the Request for Proposals for the Maglev System Design.

BACKGROUND:

SCAG released a Request for Proposals for the Maglev System Design study which will identify and develop a conceptual for connecting the regional airports of Los Angeles International (LAX), March Inland Port (MIP), Ontario International (ONT), Palm Springs (PSP), Palmdale Regional (PMD), and San Bernardino International (SBD), and regional hubs in West Los Angeles, Union Station, and the San Gabriel Valley.

The study will be conducted in two phases and build on previous and current information. The first phase is anticipated to be conducted through June 2006. A comprehensive analysis of the contextual and methodological framework will be developed, including performance measures to assess the conceptual designs and can include capital requirements, maintenance and operational costs, identify ridership opportunities, alignments, station and parking facilities, ground access, transit linkages, and security considerations.

The second phase will continue through June 2007, and use the findings developed in the first phase to develop the conceptual design of the comprehensive system. A strategic plan will be formulated that addresses relevant institutional, legal and financing issues in order to set forth the business case for investments in the system.

SCAG received three proposals, and IBI Group was selected given their demonstrated experience in the technical aspects of designing regional ground access systems to airports, as well as their proposed strategic approach. The pre-award audit for this contract has been completed, and a Notice to Proceed is expected by May 1, 2006.

MEMO

ITEM 6.3

To: Maglev Task Force Members
From: Zahi Faranesh, SCAG
Date: April 13, 2006
RE: China's High-speed Connector Plans

SUMMARY:

Staff will provide an information update on recently approved high-speed connector lines in China.

BACKGROUND:

In March 2006, China announced plans to build two new high-speed train lines. One project will be an 820-mile link from Shanghai to Beijing, using domestic steel-wheel high-speed rail, traveling up to 350kph. The second project will be a 100-mile extension of Shanghai's current Maglev line to the city of Hangzhou, using high-speed maglev, traveling up to 450kph. Both projects are part of China's larger national infrastructure expansion plans to build a 5,400 kilometer high-speed railway network with an investment of more than \$124 billion between 2006 and 2010.

MEMO

ITEM 6.4

To: Maglev Task Force Members

From: Zahi Faranesh, SCAG

Date: April 13, 2006

RE: Shanghai Maglev Trip

SUMMARY:

Zahi Faranesh, SCAG, will provide a status update of the Shanghai Maglev trip, which has been postponed from March 2006 to summer 2006.

BACKGROUND:

On February 9, 2006, staff recommended a variety of funding options to send a delegation of five elected officials on a fact-finding trip to Shanghai in March 2006. Two SCAG staff members would accompany the delegation. The Task Force approved the recommendation of two of the proposed options to the Regional Council. With the first option, the SCAG delegation would pay their own airfare cost only (individually or paid by their agencies), and the travel expenses in Shanghai including hotels, meals, and incidentals costs would be paid by the Shanghai Maglev Transportation Institute (SMTI). With the second option, SCAG General Fund would pay for the delegation's airfare, and the SMTI would support all expenses in Shanghai. SCAG's legal counsel was in the process of researching the possibility of accepting sponsorship from the institute.